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25 July 1957

*[Signature]*

MEMORANDUM FOR: Deputy Project Director  
THROUGH : Project Director of Administration  
SUBJECT : Admission of U-2 Time Into the Form 5 of Contract Pilots

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1. In [REDACTED] recent letter to you he mentioned the concern being displayed by the pilots at Detachment "A" over the fact that they might not receive credit for flying time during their association with this Project. As a result of [REDACTED] concern with this point, a meeting was held in the office of [REDACTED] on 23 July, and present at this meeting were [REDACTED] replacement as of 1 August), Major Vincent, [REDACTED] and [REDACTED] and [REDACTED] Several possibilities as to how to treat the question of U-2 time for the pilots were discussed and are presented here for your information:

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a. No Admission of Time:

It was unanimously agreed that this is the least desirable of the possible steps on our part for the following reasons:

(1) An absence of time would, in itself, create questions, speculation and doubt and, therefore, pose somewhat of a security problem.

(2) No record of time for a two or more year period would be harmful to the long-range Air Force career of the individual concerned and might suggest to subsequent commanders that the individual had lost interest for, and proficiency in, flying.

(3) Loss of the time acquired with us might preclude the individual from obtaining a green instrument card (as in the case of [REDACTED]).

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(4) If it is felt by the Project that U-2 time cannot be entered now because of security reasons, there is a possibility that this feeling will persist indefinitely to the point where when it conceivably could be admitted, it would be virtually impossible for the pilots to contact someone in authority who would wish to authorize the admission. Thus, the time might be lost to them forever.

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b. Admission of the Time as T-33 Time:

One advantage to this plan is that at least the pilot would have some credit for the jet time he actually accomplished during his association with us. Secondly, if this were admitted as T-33 time, it could be broken down into night flying, instrument flying, etc. and therefore, apply toward a green card rating. However, there are a couple of pertinent disadvantages to this proposal:

(1) This much T-33 time during the two-year period of their association with the Project would appear inordinately great and would hardly seem normal - especially since their records would show them assigned to the IG Office for this two-year period.

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(2) We were assured by [REDACTED] and Major Vincent that if the U-2 time is entered on a Form 5 as something other than U-2 time, there would be an excellent possibility that it could never be changed at a later date to U-2 time.

c. One-Time Entry:

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[REDACTED] suggested that as a last resort he felt that at least a one-time entry should be made in the pilots' Form 5's, such one-time entry simply stating that within the past so many months or years the individual had accomplished X number hours of single engine jet time, X number hours of multi-engine time, X number hours of L-20 time, etc. The objections to this method of handling the problem fall into the following categories:

(1) Such a one-time entry encompassing the amount of flying time that would be involved and the calendar period of time that would be involved, would be somewhat unusual and again create the usual speculation and questions.

(2) Such a lumping together of time would not permit the time to be applied toward a green card.

(3) Again, as in the example above, we were advised that once this type entry had been made it would be virtually impossible to change it later to reflect U-2 time.

d. Admission of the Time as U-2 Time Upon Pilots' Separation From the Project:

This possibility was, without doubt, the most popular discussed at the meeting. Without exception the Air Force officers were in favor of this. [REDACTED] stated that he felt the Project Security Office would have no objection to this action. The advantages to this proposal are as follows:

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(1) It ensures the individual of receiving credit for U-2 time (and some, if not all, of the pilots may be desirous of having their Form 5 reflect their U-2 time).

(2) This method would be evidence, upon a subsequent Air Force assignment, that the individual had been active in flying and was at that time interested in, and proficient in, jets.

(3) The time could be broken down into night flying, instrument flying, etc., and could therefore be applied toward a green card instrument rating.

(4) Major Vincent feels confident that through his contacts at Bolling AFB, he can get the time entered on the Form 5 with, of course, no indication as to where the flying was performed. Since the individual's Form 66 indicates he has been assigned to the IG Office in Washington during the time of his association with the Project, it appears only normal that he would have been attached to Bolling AFB for flying and that his Form 5 would have been maintained by Bolling AFB. If queried as to where he flew the U-2, the individual could state that he was from time to time on TDY away from the Washington area. Beyond this the individual would have to tell nothing.

(5) This method of entering time might, when explained to the pilots, be advantageous to us in convincing some of our present pilots to extend their contracts to cover the new proposed life of the Project.

2. In summary, it appears that whatever action is taken in regard to crediting or not crediting U-2 time on the pilots Form 5, certain questions will be asked and our security in the matter will rest with the individuals' ability to side-step such questions. In view of the feelings expressed by the Air Force officers at this meeting, and the advantages listed above which are to be gained from such a step and the fact that [REDACTED] indicates there would be no objection to such a decision, it is my recommendation that we now start admitting Project flying time as U-2 time on the Form 5's of our contract pilots upon their departure from the Project and their reinstatement in the Air Force. 25X1A9a

3. Your concurrence or comments are respectfully requested.

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[REDACTED]

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Project Case Officer

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